SAFETY FIRST
FEATHER RIVER ROUTE

ASSISTANT SUPERINTENDENT

LYNCH............................Elko, Nevada

TRAINMASTERS

HOWELL............................Portola, Calif.
YOE............................Elko, Nevada
McGLOTHLEN..............Salt Lake City, Utah

TERMINAL TRAINMASTER

MILLER............................Portola, Calif.

ASSISTANT TRAINMASTERS

WILKS............................Portola, Calif.
KILGORE............................Wendover, Utah

ROAD FOREMEN OF ENGINES

H. JENNER............................Portola, Calif.
M. LORENZ............................Portola, Calif.
F. FIELDS............................Elko, Nevada
B. GORHAM....................Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

J. MATTINGLY............................Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

E. VONHARTEN............................Elko, Nevada
SCHELL............................Elko, Nevada

ASSISTANT CHIEF TRAIN DISPATCHERS

PIERS............................Portola, Calif.
M. LAMBERTY............................Elko, Nevada
W. NAYLOR....................Salt Lake City, Utah

SAFETY FIRST
FEATHER RIVER ROUTE

THE
WESTERN PACIFIC RAILROAD CO.

WESTERN PACIFIC
FEATHER RIVER ROUTE

EASTERN DIVISION TIMETABLE

40

EFFECTIVE SUNDAY, NOVEMBER 10, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

H. A. MITCHELL,
Vice-President and General Manager.

E. T. GALLAGHER,
Superintendent of Transportation.

J. J. DUGGAN,
Superintendent.

FIRST SUBDIVISION

EASTWARD

Timetable No. 40

November 10, 1946

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS						FIRST CLASS			Distance from San Francisco		
					54 Fast Freight	78 Fast Freight	62 Fast Freight	220 Mixed			40 Exposition Flyer			
					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			Leave Daily			STATIONS
FWTO PYBRK	Yard	D Ki			PM **7.00**	AM 11.00	AM 3.00	AM 2.00			AM 3.35	321.4	TO	PORTOLA
P	77	Jc			7.15	**11.15**	**3.15**	f 2.20			3.46	328.1	TO	6.7 HAWLEY (RR X'ing.)
P	77				7.25	**11.27**	3.25	f 2.30			3.52	332.4		4.3 HINDOO
PW	86	Ch			7.37	11.39	3.37	f **2.46**			4.01	339.6	TO	7.2 CHILCOOT
PYR	62	Jn			7.43	11.45	3.43	s 3.00 AM			4.05	341.7	TO	2.1 RENO JCT.
P	76				7.50	AM 11.52	3.50				4.11	346.0		4.3 SCOTTS
P	75				8.01	PM 12.03	4.01				4.19	352.5		6.5 RED ROCK
PW	77				8.10	12.12	4.10				4.26	358.3		5.8 OMIRA
PWY	76	Do			**8.35**	12.40	**4.38**				s **4.38**	362.9	TO	4.6 DOYLE
P	95	Hk			8.55	1.00	5.05				s 4.55	371.8	TO	8.9 HERLONG
P												373.0		1.2 EAST HERLONG
P	77				9.06	1.10	5.15				5.03	377.6		4.6 CALNEVA, CAL.
P	78				9.18	1.21	5.24				5.11	384.0		6.4 FLANIGAN, NEV.
I												384.3		0.3 SP CROSSING & CONNECTION
P	77	Pa			9.46	1.46	5.50				5.26	393.5	TO	9.2 SAND PASS
P	77				9.56	1.56	6.00				5.32	397.4		3.9 BRYANT
P	76				10.09	2.09	6.12				5.41	405.0		7.6 SANO
P	77				10.27	2.27	6.29				5.54	416.1		11.1 REYNARD
P	76				10.40	2.40	6.41				6.05	424.0		7.9 BRONTE
P	77				10.52	2.52	6.52				6.14	430.6		6.6 PHIL
FWY PRK	Yard	Gr			**11.10** 11.49	**3.10** 4.10	**7.10** 8.00				s **6.25** 6.40	438.3	TO	7.7 GERLACH
P	76				PM 11.59	4.20	8.10				6.46	442.8		4.5 ASCALON
P	76				AM 12.13	4.35	8.23				6.55	451.5		8.7 TREGO
P	76				12.28	4.50	8.38				7.05	461.5		10.0 CHOLONA
P	76				12.42	5.05	8.52				7.14	470.8		9.3 RONDA
P	76	Ru			12.52	5.15	9.00				f 7.20	474.7	TO	3.9 SULPHUR
P	76				1.07	**5.35**	9.15				7.28	479.7		5.0 FLOKA
PY	76				1.40	6.00	9.40				7.42	488.1		8.4 ANTELOPE
WP	104	Jo			2.00	6.20	10.00				f 7.55	496.8	TO	8.7 JUNGO
P	76				2.10	6.30	10.10				8.04	503.4		6.6 VENADO
P	78				2.18	6.38	10.18				8.10	508.3		4.9 GASKELL
WP	75				2.28	6.48	10.28				8.19	514.2		5.9 PRONTO
P	76				2.37	6.57	10.37				8.26	519.4		5.2 RAGLAN
P	76				2.47	7.07	10.47				8.35	525.6		6.2 KRUM
FWT BRKP	Yard	Wa			3.00 AM	7.20 PM	11.00 AM				s 8.45 AM	532.3	TO	6.7 WINNEMUCCA
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily			
					(8.00) 26.4	(8.20) 25.3	(8.00) 26.4	(1.00) 20.3			(5.10) 40.8			Time over Subdivision Average Speed per Hour

Special instructions appearing on page 3 apply to both pages 2 and 3 where applicable.

Sulphur and Jungo. No. 40 reduce to fifteen (15) miles per passing stations, stopping when necessary, to permit exchange U. S. Mail.

WESTWARD

	Timetable No. 40 November 10, 1946 STATIONS	Distance from Winnemucca	FIRST CLASS		SECOND CLASS			
			39 Exposition Flyer		61 Fast Freight	219 Mixed	77 Fast Freight	53 Fast Freight
			Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
TO	PORTOLA 6.7	210.9	PM s 9.55		AM 11.30	AM s 11.50	PM **7.00**	AM 3.30
TO	HAWLEY (RR X'ing.) 4.3	204.2	9.42		**11.15**	f 11.35	6.40	**3.15**
	HINDOO 7.2	199.9	9.34		11.00	f **11.27**	6.30	3.00
TO	CHILCOOT 2.1	192.7	9.24		10.46	f 11.11	6.16	**2.46**
TO	RENO JCT. 4.3	190.6	9.18		10.40	11.05 AM	6.10	2.40
	SCOTTS 6.5	186.3	9.09		10.32		6.02	2.32
	RED ROCK 5.8	179.8	8.56		10.15		5.45	2.15
	OMIRA 4.6	174.0	8.45		10.00		5.30	2.00
TO	DOYLE 8.9	169.4	s **8.35**		9.45		5.15	1.45
TO	HERLONG 1.2	160.5	s 8.08		9.15		4.58	1.15
	EAST HERLONG 4.6	159.3						
	CALNEVA, CAL. 6.4	154.7	8.01		9.01		4.48	1.01
	FLANIGAN, NEV. 0.3	148.3	7.53		8.50		4.39	12.50
	SP CROSSING & CONNECTION 9.2	148.0						
TO	SAND PASS 3.9	138.8	7.39		8.35		4.24	12.35
	BRYANT 7.6	134.9	7.32		8.25		4.14	12.25
	SANO 11.1	127.3	7.22		8.11		4.02	12.11 AM
	REYNARD 7.9	116.2	7.08		7.54		3.45	11.54 PM
	BRONTE 6.6	108.3	6.57		7.40		3.33	11.40
	PHIL 7.7	101.7	6.47		7.28		3.23	11.28
TO	GERLACH 4.5	94.0	6.35 s 6.25		**7.10** 6.25		**3.10** 2.40	**11.10** 10.25
	ASCALON 8.7	89.5	6.18		6.15		2.33	10.15
	TREGO 10.0	80.8	6.08		6.01		2.20	10.01
	CHOLONA 9.3	70.8	5.58		5.46		2.05	9.46
	RONDA 3.9	61.5	5.48		5.32		1.51	9.32
TO	SULPHUR 5.0	57.6	f 5.42		5.26		1.45	9.26
	FLOKA 8.4	52.6	**5.35**		5.18		1.37	9.18
	ANTELOPE 8.7	44.2	5.25		5.05		1.24	9.05
TO	JUNGO 6.6	35.5	f 5.07		4.35		12.59	8.35
	VENADO 4.9	28.9	4.57		4.24		12.49	8.24
	GASKELL 5.9	24.0	4.51		4.15		12.41	8.15
	PRONTO 5.2	18.1	4.44		4.05		12.32	8.05
	RAGLAN 6.2	12.9	4.37		3.56		12.24	7.56
	KRUM 6.7	6.7	4.30		3.45		12.14	7.45
TO	WINNEMUCCA	0.0	4.20 PM		3.30 AM		12.01 PM	7.30 PM
			Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over Subdivision Average Speed per Hour		(5.35) 37.8		(8.00) 26.4	(0.45) 27.1	(6.59) 30.2	(8.00) 26.4

Special Note. For rules governing movement of trains between east end of C.T.C., MP 320.035 (Delleker) and MP 321.386 (Portola Passenger Station), see page 17.

When first class trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Automatic Block Signals Tunnel 37. See Rule 505, page 12, for locations and limits.

Reno Junction. Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504-C, figures 1 and 3, and Rule 512.)

Reno Junction is register station for Nos. 219 and 220 only.

Westward second class and extra trains need not check register at Reno Junction for No. 219.

Gerlach. For train dispatching convenience Gerlach is established as a register station for all trains.

Rules 83, 83(A), 83(B), 83(C), 83(D), 83(E) and 96 apply.

Rule 83(A). Extra trains must register at Gerlach in addition to their originating and terminating stations.

Rule 83(B). Register must be checked at Gerlach against all trains which are superior or of the same class, whether or not such trains have been checked on other registers, or form "R" received at other stations, or have been met or passed by such trains, between either Portola or Winnemucca and Gerlach.

Rule 83(D). A train must not leave Gerlach without a clearance card.

Rule 96. First paragraph—Sections of scheduled trains may be created to Gerlach and signals may be taken down at Gerlach. Form "K" is not required when last section is discontinued at Gerlach. Second paragraph Rule 96 will not apply when sections are created at Gerlach.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station......	Discharge..............	....	Salt Lake City
40	Any Station......	Receive..............	Salt Lake City	

Jungo. Regular No. 39 and No. 40 may take water when it will save them an extra stop, other trains take water only in emergency.

SECOND SUBDIVISION

EASTWARD

Timetable No. 40

November 10, 1946

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	FIRST CLASS							Distance from San Francisco		
			28 So. Pacific San Francisco Overland Limited	32 Southern Pacific Passenger	26 Southern Pacific Fast Mail	24 Southern Pacific Challenger	22 Southern Pacific Pacific Limited	40 Western Pacific Exposition Flyer	102 So. Pacific Streamliner City of San Francisco			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
FWTB RKP	Yard	Wa						AM 9.00		532.3	TO	WINNEMUCCA
PRKI	48	Wo	PM 10.30	PM 12.47	AM 10.03	AM 9.47	AM 9.10	9.05	AM 2.32	535.9	TO	3.6 WESO (SP Conn.)
P	77		10.35	12.52	10.08	9.52	9.15	9.10	2.37	540.5		4.6 BLISS
PW	113	Gd	10.43	s 1.06	10.18	10.02	9.25	9.20	2.44	548.7	TO	8.2 GOLCONDA
P										553.6		4.9 PREBLE (SP Conn.)
P	121	Rh	10.55	s 1.22	10.31	10.15	9.39	9.33	2.55	562.0	TO	8.4 RED HOUSE
P	112		11.07	1.36	10.44	10.28	9.52	9.46	3.06	575.4		13.4 ELLISON
P		Nb	11.19	s 1.54	f 10.57	f 10.41	f 10.06	9.59	3.17	589.1	TO	13.7 NORTH BATTLE MT'N
P	120		11.21	1.57	10.59	10.43	10.08	10.01	3.19	590.5		1.4 RENNOX
PW	120		11.30	2.07	11.08	10.53	10.18	10.11	3.27	600.6		10.1 KAMPOS
P	76		11.39	2.17	11.17	11.02	10.28	10.21	3.35	610.0		9.4 DUNPHY
PWF	128	Be	11.47	s 2.30	11.26	11.11	10.37	10.30	3.43	618.6	TO	8.6 BEOWAWE (SP Conn.)
P	113		PM 11.55	2.40	11.35	11.20	10.46	10.39	3.50	626.9		8.3 CLURO
P										630.5		3.6 BARTH (SP Conn.)
P	77		AM 12.07	s 2.55	11.47	11.32	10.58	10.51	4.01	635.8		5.3 PALISADE
I			12.16	3.05	AM 11.56	11.41	11.08	11.00	4.10	643.4		7.6 WEST CARLIN (SP Conn.)
PW	103	C Ca	s 12.18 12.26	s 3.07 3.18	PM s 12.08	s 11.43 11.53	s 11.10 11.20	11.02	s 4.12 4.15	644.5	TO	1.1 CARLIN
			12.28	3.20	12.10	AM 11.55	11.22	11.04	4.17	646.0		1.5 EAST CARLIN (SP Conn.)
P	83		12.34	3.27	12.16	PM 12.01	11.28	11.10	4.22	650.2		4.2 TONKA
P	77		12.41	3.36	12.24	12.09	11.36	11.18	4.29	656.6		6.4 HUNTER
FWTY BRKP	Yard	Kn Di	12.50 AM	s 3.48 PM	s 12.34 PM	s 12.19 PM	s 11.48 AM	s 11.30 AM	4.38 AM	665.4	TO	8.8 ELKO (SP Conn.)
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			(2.20) 55.5	(3.01) 42.9	(2.31) 51.5	(2.32) 51.1	(2.38) 49.2	(2.30) 53.2	(2.06) 61.7			........Time over Subdivision........ ....Average Speed per Hour........

Automatic Block Signals, EASTWARD ONLY, except as noted below.

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

When Western Pacific Depot Telegraph Office Carlin open, Ea ward Southern Pacific first class trains in addition to being clea at Southern Pacific Telegraph Office Carlin, will not leave Ca until clearance card has been obtained from Western Pacific Te graph Office Carlin.

Westward Automatic Block Signal Circuits. See Rule 505, pa 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations a limits.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
40	Any station	Receive..........	Salt Lake City	
22	Any station	Receive..........	Beyond Ogden	

No. 22 stop at any station to discharge sleeping car passeng from Sacramento or beyond.

No. 24 stop on flag at any station to receive sleeping car pa sengers for beyond Ogden, and to discharge sleeping car passeng from Sacramento or beyond.

No. 32 stop on flag at any station to receive or discharge pa sengers, baggage, mail or express to or from any station.

EASTWARD SECOND CLASS 78 Western Pacific Fast Freight	 62 Western Pacific Fast Freight	 54 Western Pacific Fast Freight	Distance from San Francisco		Timetable No. 40 November 10, 1946 STATIONS	Distance from Elko	WESTWARD FIRST CLASS 39 Exposition Flyer		 SECOND CLASS 61 Fast Freight	 77 Fast Freight	 53 Fast Freight
ave Daily	Leave Daily	Leave Daily					Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily
PM 8.00	PM 12.01	AM 4.00	532.3	TO	WINNEMUCCA 3.6	133.1	PM s 4.05		AM 2.30	AM 11.30	PM 6.30
8.15	12.10	4.15	535.9	TO	WESO (SP Conn.) 4.6	129.5	4.00 PM		2.20 AM	11.20 AM	6.20 PM
			540.5		BLISS 8.2	124.9					
8.40	12.30	4.40	548.7	TO	GOLCONDA 4.9	116.7					
			553.6		PREBLE (SP Conn.) 8.4	111.8					
9.00	12.50	5.00	562.0	TO	RED HOUSE 13.4	103.4					
			575.4		ELLISON 13.7	90.0					
			589.1	TO	NORTH BATTLE MT'N 1.4	76.3					
			590.5		RENNOX 10.1	74.9					
0.05	1.50	6.05	600.6		KAMPOS 9.4	64.8					
			610.0		DUNPHY 8.6	55.4					
0.40	2.30	6.40	618.6	TO	BEOWAWE (SP Conn.) 8.3	46.8					
			626.9		CLURO 3.6	38.5					
			630.5		BARTH (SP Conn.) 5.3	34.9					
			635.8		PALISADE 7.6	29.6					
			643.4		WEST CARLIN (SP Conn.) 1.1	22.0					
PM 1.45	3.35	7.45	644.5	TO	CARLIN 1.5	20.9					
			646.0		EAST CARLIN (SP Conn.) 4.2	19.4					
			650.2		TONKA 6.4	15.2					
			656.6		HUNTER 8.8	8.8					
2.30 AM	4.20 PM	8.30 AM	665.4	TO	ELKO (SP Conn.)	0.0					
ve Daily	Arrive Daily	Arrive Daily					Leave Daily		Leave Daily	Leave Daily	Leave Daily
4.30) 29.6	(4.19) 30.8	(4.30) 29.6			Time over Subdivision Average Speed per Hour		(0.05) 43.2		(0.10) 21.6	(0.10) 21.6	(0.10) 21.6

Automatic Block Signals, EASTWARD ONLY, except as noted below.

Be governed by current timetable, bulletins and rules of Southern Pacific Company between Elko and Weso.

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any station	Discharge	....	Salt Lake City

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	32 Southern Pacific Passenger Leave Daily	26 Southern Pacific Fast Mail Leave Daily	24 Southern Pacific Challenger Leave Daily	22 Southern Pacific Pacific Limited Leave Daily	40 Western Pacific Exposition Flyer Leave Daily	102 So. Pacific Streamliner City of San Francisco Leave Daily	28 So. Pacific San Francisco Overland Limited Leave Daily	Distance from San Francisco		Timetable No. 40 November 10, 1946 STATIONS
FWTY BRKP	Yard	Kn Di	PM 3.55	PM 12.36	PM 12.21	AM 11.50	AM 11.45	AM 4.38	AM 12.50	665.4	Automatic Block Signals, Eastward Only.	TO **ELKO (SP Conn.)**
P	120		4.07	12.46	12.31	PM 12.01	AM 11.56	4.46	12.58	673.3		7.9 **PARDO**
PW	122		4.21	12.58	12.43	12.15	PM 12.10	4.58	1.10	683.3		10.0 **ELBURZ**
P										684.3		1.0 **SP CONNECTION**
P	110	Hc	s 4.29	1.03	12.48	12.20	12.15	5.03	1.15	688.1		3.8 TO **HALLECK**
PW	120	Dw	s 4.45	1.15	1.00	12.33	12.28	5.13	1.26	699.5		11.4 TO **DEETH**
P										701.0		1.5 **SP CONNECTION**
P	84		4.56	1.25	1.10	12.43	12.38	5.21	1.35	708.6		7.6 **TULASCO**
PRI		A	5.05 PM	1.32 PM	1.17 PM	12.50 PM	12.45	5.26 AM	1.41 AM	713.6		5.0 TO **ALAZON (SP Conn.)**
FWP	135	Ws					s 12.53			717.2	TO	3.6 **WELLS (UP Conn.)**
P	80						1.01			723.5		6.3 **BOAZ**
P	106						1.07			728.2		4.7 **RUBY**
P	76						1.14			733.4		5.2 **TOBAR**
PW	76						1.21			738.6		5.2 **VENTOSA**
PY	80	Nr					1.33			747.1	TO	8.5 **SONAR**
P	See * note						1.36			749.0		1.9 **ROCKLAND**
P	80						1.46			752.7		3.7 **HOGAN**
P	77						1.58			761.3		8.6 **LUKE**
FWPY	220	Fa					s 2.08			765.9	TO	4.6 **SHAFTER (NN X'ing.)**
P	76						2.22			772.1		6.2 **SILVER ZONE**
P	87						2.36			780.8		8.7 **CLIFSIDE**
PW	43						2.40			783.3		2.5 **PROCTOR**
P	86	Na					2.48			788.6	TO	5.3 **PILOT**
P	100						2.55			793.9		5.3 **DYKE PIT**
P	76						3.02			799.0		5.1 **OLA**
FWTY BRKP	Yard	Wn					s 3.15 PM			806.3	TO	7.3 **WENDOVER**
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			(1.10) 41.3	(0.56) 51.6	(0.56) 51.6	(1.00) 48.2	(3.30) 40.3	(0.48) 60.2	(0.51) 56.7			Time over Subdivision Average Speed per Hour

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, between main tracks in front of telegraph office, Alazon.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Automatic Block Signals Tunnel 43. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Wells. Crossover switch (just east of coal chute) is designated as west switch to siding. (See Rule 221.)

***Rockland.** No siding. All tracks for gravel train service only and must not be used by other trains except in emergency. Gravel pit track No. 1 connected both ends, west switch MP 748.8, ea switch MP 749.3, capacity 49 cars. Track No. 2 leads off track No. capacity 40 cars.

Derail between main track and inside crossover switch, west en Rockland, on north side of crossover, is pipe connected to main trac switch, a distance of 200 feet. Before lining switch care must be use to insure that all wheels have passed beyond derail. Men on groun must protect themselves against this pipe connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
40	Any Station......	Receive..............	Salt Lake City	
22	Any Station......	Receive..............	Beyond Ogden	

No. 22 stop at any station to discharge sleeping car passenge from Sacramento or beyond.

No. 24 stop on flag at any station to receive sleeping car pa sengers for beyond Ogden, and to discharge sleeping car passenge from Sacramento or beyond.

No. 32 stop on flag at any station to receive or discharge pa sengers, baggage, mail or express to or from any station.

THIRD SUBDIVISION

EASTWARD SECOND CLASS 62 Western Pacific Fast Freight	EASTWARD SECOND CLASS 54 Western Pacific Fast Freight	EASTWARD SECOND CLASS 78 Western Pacific Fast Freight	Distance from San Francisco			Timetable No. 40 November 10, 1946 STATIONS	Distance from Wendover	WESTWARD FIRST CLASS 39 Exposition Flyer	WESTWARD SECOND CLASS 77 Fast Freight	WESTWARD SECOND CLASS 53 Fast Freight	WESTWARD SECOND CLASS 61 Fast Freight
eave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 5.30	AM 9.30	AM 1.30	665.4	Automatic Block Signals, Eastward Only.	TO	**ELKO (SP Conn.)** 7.9	140.9				
5.45	9.45	1.45	673.3			**PARDO** 10.0	133.0				
6.03	10.05	2.05	683.3			**ELBURZ** 1.0	123.0				
			684.3			**SP CONNECTION** 3.8	122.0	Be governed by current			
6.10	10.13	2.13	688.1		TO	**HALLECK** 11.4	118.2	timetable, bulletins and rules			
6.26	10.30	2.30	699.5		TO	**DEETH** 1.5	106.8	of Southern Pacific Company			
			701.0			**SP CONNECTION** 7.6	105.3	between Alazon and Elko.			
6.40	10.43	2.45	708.6			**TULASCO** 5.0	97.7				
6.55	10.53	3.00	713.6		TO	**ALAZON (SP Conn.)** 3.6	92.7	PM 12.25	AM 5.00	PM 1.40	PM 8.00
7.15	11.13	3.20	717.2	TO		**WELLS (UP Conn.)** 6.3	89.1	f 12.17	4.50	1.30	7.50
7.35	11.31	3.38	723.5			**BOAZ** 4.7	82.8	12.04 PM	4.34	1.15	**7.35**
7.45	11.39	3.47	728.2			**RUBY** 5.2	78.1	11.59 AM	4.26	**1.07**	7.26
7.55	AM **11.53**	3.56	733.4			**TOBAR** 5.2	72.9	**11.53**	4.18	12.51	7.18
8.06	PM 12.10	**4.10**	738.6			**VENTOSA** 8.5	67.7	11.47	**4.10**	12.42	7.10
8.25	**12.28**	4.25	747.1	TO		**SONAR** 1.9	59.2	11.37	3.58	**12.28**	6.58
8.30	12.33	4.30	749.0			**ROCKLAND** 3.7	57.3	11.34	3.54	12.24	6.54
8.50	12.50	4.50	752.7			**HOGAN** 8.6	53.6	11.28	3.48	12.18 PM	6.48
.10	1.10	5.10	761.3			**LUKE** 4.6	45.0	11.13	3.28	11.58 AM	6.28
.30	1.30	5.30	765.9	TO		**SHAFTER (NN X'ing.)** 6.2	40.4	s 11.08	3.20	11.50	6.20
.00	1.55	6.00	772.1			**SILVER ZONE** 8.7	34.2	10.55	3.02	11.32	6.02
.25	2.20	6.25	780.8			**CLIFSIDE** 2.5	25.5	10.36	2.40	11.10	5.40
.35	2.30	6.35	783.3			**PROCTOR** 5.3	23.0	10.31	2.33	11.03	5.33
.50	**2.48**	6.50	788.6	TO		**PILOT** 5.3	17.7	10.21	2.20	10.50	5.20
.01	3.05	7.01	793.9			**DYKE PIT** 5.1	12.4	10.11	2.07	10.37	5.07
.12	3.15	7.12	799.0			**OLA** 7.3	7.3	10.01	1.55	10.25	4.55
.30	3.30 PM	7.30 AM	806.3	TO		**WENDOVER**	0.0	9.45 AM	1.30 AM	10.00 AM	4.30 PM
eDaily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily
00) .5	(6.00) 23.5	(6.00) 23.5				............Time over Subdivision............ ....Average Speed per Hour........		(2.40) 34.8	(3.30) 26.5	(3.40) 25.2	(3.30) 26.5

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, nd yard engines must clear the time of Nos. 102 and 28 not less an 10 minutes.

Special instructions appearing on pages 6 and 7 will apply to th pages where applicable.

Proctor. Do not take water unless necessary and then only fficient to make next water station.

Wendover. When first-class trains meet at Wendover, siding in ont of depot will be used by train taking siding unless otherwise ecified by train order.

Spring switch, west end South siding. Approach lighting signal rcuit extends 1850 feet west of switch and light signal can be seen m fireman's side of eastward engine for distance of 1800 feet.

Eastward trains and engines, including switch movements, will governed by light signal indication of approach lighting signals short mast at switch, and must approach circuit under control til light signal indication can be seen, and if displaying green t they may proceed. If signal is displaying red light, must stop short of switch, after which trainman must examine switch for cocked or open switch point. If switch point can be closed for movement on main track, train may proceed. If no light displayed at light signal it must be regarded same as though red light displayed and same procedure followed. When stopped at switch by red light or account no light displayed, conductor will wire Chief Train Dispatcher and Signal Supervisor, Elko.

Opening of center blow-off cocks in signal circuit positively prohibited and injectors or sanders must not be put on in circuit if possible to avoid.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or Beyond)	Passengers from (or beyond)
39	Any Station....	Discharge..........	....	Salt Lake City

FOURTH SUBDIVISION

EASTWARD

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS			FIRST CLASS	Distance from San Francisco		Timetable No. 40 November 10, 1946
			54 Fast Freight	78 Fast Freight	62 Fast Freight	40 Exposition Flyer			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
FW YBRKP	Yard	Wn	PM 5.00	AM 8.30	AM 12.30	PM 3.30	806.3	TO	WENDOVER
P	74		5.20	**8.45**	**12.45**	**3.45**	815.2		8.9 SALDURO
P	79		5.40	**9.05**	1.05	3.58	825.2		10.0 ARINOSA
P	75		6.00	9.30	1.25	4.11	835.2		10.0 BARRO
PW	103	Ks	6.20	9.50	1.45	4.24	845.3	TO	10.1 KNOLLS
P	76		6.40	10.10	2.00	4.35	854.4		9.1 CLIVE
PY	108		7.15	10.45	2.25	4.55	866.1		11.7 LOW
PFW	100	De	7.45	11.15	2.50	s 5.15	878.4	TO	12.3 DELLE
P	75		7.58	11.28	3.00	5.26	885.7		7.3 TIMPIE
P			8.11	11.41	3.10	5.35	892.9		7.2 ELLERBECK
PWY	90	Bx	8.20	AM 11.50	3.16	5.40	896.7	TO	3.8 BURMESTER
P	41		8.31	PM 12.01	3.24	5.46	902.4		5.7 SPRAY
P	80		8.41	12.10	3.32	5.52	907.8		5.4 LAGO
PI	22						912.1		4.3 B&G X'ING. & TFR.
P	78	Gf	9.01	12.20	3.40	6.00	913.1	TO	1.0 GARFIELD (UP Conn.)
							918.5		5.4 RITER (UP Conn.)
P	76		9.15	**12.38**	3.52	6.10	920.8		2.3 FOX
P	112		**9.32**	12.50	3.58	6.15	924.3		3.5 BUENA VISTA
I							926.3		2.0 UP CROSSING
							926.7		0.4 UP CROSSING
			9.45	1.10	4.13		927.2		0.5 POLLARD JCT.
							927.3		0.1 D&RGW CROSSING
FWTO YBRKP	Yard	Un Dj				s 6.30 PM	928.0	TO	0.7 SALT LAKE CITY (U. D.)
WOYB RKP	Yard	Fy	10.00 PM	1.30 PM	4.30 AM		930.4	TO	2.4 ROPER (Salt Lake City)
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			(5.00) 24.8	(5.00) 24.8	(4.00) 31.0	(3.00) 40.6			Time over Subdivision Average Speed per Hour

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

Wendover. When first-class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Knolls. Crossover switch (first switch west of water standpipe) is designated as East switch to siding. (See Rule 221.)

Ordinarily engine helping train on either side of Low Hill will be given running orders from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped must protect movement and must stop at meeting point and notify opposing train or trains that helper engine is following.

Delle. Siding is track south of main track west of coal chute. Westward engines, except regular No. 39's engine, take full tank water. No. 39's engine will take water when necessary.

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

Burmester. Siding is track south of main track east of depot.

Garfield. Westward trains holding main track to meet eastward trains will stop east of overlap post, located 516 feet west of Union Pacific connection switch, until eastward train has passed ho signal at B&G crossing.

Salt Lake City and Roper. Eastward and westward frei trains will enter and leave D&RGW freight main tracks at South Street through connection at Pollard Jct. Eastward trains w enter right-hand track at a point about 150 feet east of 1st So Street, which point is designated by sign as end of double track a at this point westward trains will leave double track. There a three switches at west end of double track and normal position these switches is lined for eastward Western Pacific trains. We ward trains must line up these switches in accord with their nor position for eastward main track. Trains operating against curr of traffic on either of the two main tracks must do so under f protection. Eastward trains approaching 21st South Street will sou four medium blasts of engine whistle for purpose of calling Ya master's attention to approaching train so arrangements can made to head train into clear track.

Time specified in timetable or train order at Pollard Jct. f second-class and extra trains will apply at west end of D&RG double freight main tracks. A westward first-class train which d not reach Pollard Jct. within 15 minutes from its leaving time, registered at Salt Lake City, must run expecting to find a tr moving ahead, Pollard Jct. to Delle.

When operating in joint yard territory east of east curb of Je my Street, Western Pacific crews will obey instructions of termi

FOURTH SUBDIVISION

WESTWARD

Timetable No. 40

November 10, 1946

Distance from San Francisco		STATIONS	Distance from Roper	FIRST CLASS	SECOND CLASS		
				39 Exposition Flyer Arrive Daily	53 Fast Freight Arrive Daily	61 Fast Freight Arrive Daily	77 Fast Freight Arrive Daily
806.3	TO	**WENDOVER** 8.9	124.1	AM s 9.30	AM 9.00	PM 4.00	AM 1.00
15.2		**SALDURO** 10.0	115.2	9.18	**8.45**	**3.45**	**12.45**
25.2		**ARINOSA** 10.0	105.2	**9.05**	8.25	3.25	12.25
35.2		**BARRO** 10.1	95.2	8.51	8.05	3.05	12.05 AM
45.3	TO	**KNOLLS** 9.1	85.1	8.38	7.45	2.45	11.45 PM
54.4		**CLIVE** 11.7	76.0	8.29	7.30	2.30	11.30
66.1		**LOW** 12.3	64.3	8.17	7.12	2.12	11.12
78.4	TO	**DELLE** 7.3	52.0	f 8.00	6.43	1.43	10.43
85.7		**TIMPIE** 7.2	44.7	7.50	6.30	1.30	10.30
92.9		**ELLERBECK** 3.8	37.5	7.43	6.20	1.20	10.20
96.7	TO	**BURMESTER** 5.7	33.7	7.39	6.14	1.14	10.14
02.4		**SPRAY** 5.4	28.0	7.33	6.06	1.06	10.06
07.8		**LAGO** 4.3	22.6	7.28	5.58	12.58	9.58
12.1		**B&G X'ING. & TFR.** 1.0	18.3				
13.1	TO	**GARFIELD (UP Conn.)** 5.4	17.3	7.22	5.50	12.50	9.50
18.5		**RITER (UP Conn.)** 2.3	11.9				
20.8		**FOX** 3.5	9.6	7.14	5.38	**12.38**	9.38
24.3		**BUENA VISTA** 2.0	6.1	7.10	5.32	12.32	**9.32**
6.3		**UP CROSSING** 0.4	4.1				
6.7		**UP CROSSING** 0.5	3.7				
7.2		**POLLARD JCT.** 0.1	3.2	7.02	5.17	12.17	9.17
7.3		**D&RGW CROSSING** 0.7	3.1				
8.0	TO	**SALT LAKE CITY (U. D.)** 2.4	2.4	7.00 AM			
.4	TO	**ROPER (Salt Lake City)**	0.0		5.00 AM	12.01 PM	9.00 PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over Subdivision Average Speed per Hour		(2.30) 48.7	(4.00) 31.0	(3.59) 31.0	(4.00) 31.0

fficers, including D&RGW officers having supervision over the terinal and, in addition to Western Pacific rules, will be governed by &RGW Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard mits, the main track may be used clearing first-class trains as preribed by the rules.

"Second and inferior class trains, extra trains, yard engines and ht engines must move within yard limits prepared to stop unless e track is seen or known to be clear. In case of collision, responsiity rests with the approaching train or engine."

Salt Lake City Union Depot Co. trackage between 1st South and South Streets, D&RGW Rule 93 is modified as follows:

Trains have no timetable superiority between 1st South and 9th uth Streets, Salt Lake City Union Depot Company's Yard, Salt Lake y. Yard crews and others occupying these tracks must make way passenger trains without unnecessarily delaying them. In case collision responsibility rests with approaching train or engine.

Interlocking Plant, 9th South Street, crossing D&RGW double ight main tracks and Union Pacific main track; color-light signals; stern Pacific crews be governed by Western Pacific rules.

City Ordinance restricts speed all trains between 8th North and South Streets to 12 miles per hour.

Whistle and bell must be restricted to minimum use prescribed rule or law, except in emergencies.

Cupolas of cabooses 605 series will not clear train shed roof, Union Depot, Salt Lake City.

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station......	Discharge..........		Salt Lake City
40	Any Station......	Receive..........	Salt Lake City	

First Subdivision "A"—LOYALTON BRANCH

			EASTWARD SECOND CLASS			Timetable No. 40 November 10, 1946		WESTWARD SECOND CLASS
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls	416 Mixed Leave Mon., Wed., Fri.	Distance from Clover Valley Jct.		STATIONS	Distance from Loyalton	415 Mixed Arrive Mon., Wed., Fri.
				0.0		CLOVER VALLEY JCT.	12.7	
						0.9		
PR	74	Jc	PM 2.40	0.9	TO	HAWLEY (RR X'ING)	11.8	PM s 5.50
						11.8		
PYRW	Yard	Yn	s 3.30 PM	12.7		LOYALTON	0.0	5.00 PM
			Arrive Mon., Wed., Fri.					Leave Mon., Wed., Fri.
			(0.50)			Time over Subdivision		(0.50)
			14.1			Average Speed per Hour		14.1

No. 416 is superior to No. 415.

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is track connecting WP main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

First Subdivision "B"—RENO BRANCH

			EASTWARD SECOND CLASS			Timetable No. 40 November 10, 1946		WESTWARD SECOND CLASS
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls	220 Mixed Leave Daily Ex. Sunday	Distance from Reno Junction		STATIONS	Distance from Reno	219 Mixed Arrive Daily Ex. Sunday
YRP	Yard	Jn	AM 3.05	0.0	TO	RENO JUNCTION	33.1	AM s 11.00
						3.6		
	Spur 1W 10		f 3.17	3.6		PLUMAS	29.5	f 10.47
						6.5		
	12		f 3.38	10.1		PEAVINE	23.0	f 10.26
						6.1		
	15		f 3.57	16.2		COPPERFIELD	16.9	f 10.07
						2.6		
W	25		f 4.05	18.8		ANDERSON	14.3	f 10.00
						2.5		
	Spur 1E 30		f 4.20	21.3		MARTIN	11.8	f 9.50
						2.1		
	Spur 1E 5		f 4.30	23.4		PANTHER	9.7	f 9.35
						7.3		
	Spur 1W 23		f 4.50	30.7		ROCKY MOUNT NO. 1	2.4	f 9.15
						0.5		
	Spur 1W 24		f 4.55	31.2		ROCKY MOUNT NO. 2	1.9	f 9.10
						1.9		
FWO TBRK	Yard	Rd	s 5.05 AM	33.1	TO	RENO	0.0	9.00 AM
			Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday
			(2.00)			Time over Subdivision		(2.00)
			16.6			Average Speed per Hour		16.6

No. 220 is superior to No. 219.

Martin. Right hand switch point derail on main track to Lemon Valley Base, 104 feet east of head block to east switch on interchange track, which is in direction of Army Base. This switch point derail must be left lined to derail.

Derail located on main track at MP 31.4 which is 950 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Rocky Mount No. 1 or No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be relined for the main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

Reno. Street crossings east and west of Nevada Transporta Company warehouse must be flagged and caution used in mover over streets.

Caution must be used in approaching East 6th Street.

Wig-wag Signals, 4th St.—Engines or cars must stop clea outer edge of sidewalks on either side of 4th Street, before e ing or occupying crossing from either direction at either cros except when moving westward from SP Transfer on East St This to provide 20 seconds elapsed time between times engine cars enter signal circuits and actually enter street intersections required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet w of West 4th Street sidewalk on SP Interchange (East Street) tra movement must first be made eastward on track to a point not than 25 feet beyond east sidewalk of 4th Street; thence return w ward and spot at point desired anywhere within 100 foot limit m tioned above. With this exception, cars or engines must not spotted within signal circuit limits.

Fourth Subdivision "A"—ELLERBECK BRANCH

EASTWARD — **WESTWARD**

Timetable No. 40

November 10, 1946

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls		Distance from Ellerbeck	↓	**STATIONS**	Distance from Dolomite		
P				0.0		**ELLERBECK**	4.7		
						2.7			
Y				2.7		**WYE**	2.0		
						1.0			
	8			3.7		**FLUX**	3.0		
						1.0			
	Spur 1E 3			4.7	↑	**DOLOMITE**	0.0		

East switch east leg of wye must be left lined for straight track to Dolomite as derail.

Fourth Subdivision "B"—TOOELE BRANCH

EASTWARD — **WESTWARD**

Timetable No. 40

November 10, 1946

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls		Distance from Burmester	↓	**STATIONS**	Distance from Warner		
PWY	125	Bx		0.0	TO	**BURMESTER**	15.5		
						7.0			
	22			7.0		**MARSHALL**	8.5		
						6.5			
	Spur 1W 25			13.5		**Conn. Tooele Ordnance Depot**	2.0		
						2.0			
WYR	77			15.5	↑	**WARNER**	0.0		

GENERAL

RULE 6 (A). Symbol TO to left of station name indicates Train Order Office.

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "CITY OF SAN FRANCISCO."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "CITY OF SAN FRANCISCO" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 11. Second paragraph reading "Outside of block system or signal dispatching limits, a train finding a fusee burning on or near its track must stop and not proceed until it has burned out" will apply within block limits at Tunnels 37 and 43 and for westward movements through Tunnels 38, 39, 40, 41 and 42.

RULE 11 (A). Outside of block signal territory during dry season fusees may be dropped between rails of track to avoid danger of starting fires. If train stops over a lighted fusee the fusee must be removed from under train at once.

Fusees placed by hand must be placed outside end of ties in ballast slope or on top of sub-grade where will not start fires.

RULES S-17 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains may find sidings inadequate between clearance points. Care must be taken to see that flag protection is furnished when taking siding to meet trains and headlights must not be extinguished until it is known that train is clear of the main track. The conductor or brakeman at rear end must see that proper signal, day or night, is given to head end when train is clear of main track.

After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided.

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on page 10.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train "CITY OF SAN FRANCISCO."

RULE 505. AUTOMATIC BLOCK SYSTEM

Tunnel 37. Automatic block signals govern movement of trains. Home Signal 3402 located 450 feet west of West Portal. No distant signal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415. Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402. (See Rule 516).

Alazon. Westward: Three-position color-light type signals located at MP 715.9 and MP 714.9 (5725 feet east of Signal 7137-SA) govern approach of westward trains to Alazon interlocker. Signals are approach lighted. Approach circuit begins 4250 feet east of Signal 7159.

Eastward: Signal 7136-SA, home signal Alazon interlocker, is semi-automatic. Automatic portion of block extends only to sign reading "Block System Limit" opposite westward Signal 7149.

Rule 509, single track, applies in this territory.

Tunnel 43. Westward: Three-position color-light Signal 7555 located 2065 feet east of East Portal, two-position semaphore Distant Signal 7563 located 6000 feet east of Signal 7555, govern movement of westward trains through tunnel to "Block System Limit" sign opposite Signal 7536.

Eastward: Two-position semaphore Home Signal 7536 located 1875 feet west of West Portal, three-position color-light Signal 7522 located 6000 feet west of Signal 7536, govern movement of eastward trains through tunnel to "Block System Limit" sign opposite Signal 7555.

At Hogan: Eastward train holding main track meeting westward train must not pass clearance point at east switch until westward train has entered siding.

All signals are approach lighted.

CALL UP SIGNALS

Preble, Barth, Elburz and Deeth. Light type telephone ind cators, controlled by train dispatcher, on Signal 5530 west of Preble on Signal 6300 one-half mile west of Barth SP connection, on Sign 6818 west of Elburz, and on Signal 7006 east end Deeth siding. Whe illuminated, indicator will display letter "T" and home signal wi indicate "stop." After stopping, train may proceed with caution no exceeding 12 MPH to first telephone and call dispatcher for in structions.

WESTWARD AUTOMATIC BLOCK SIGNAL CIRCUITS

Signal 6511 (200 feet east of Tunnel 42) and 6497 (200 feet ea of Tunnel 41); control point 507 feet east of MP 647 and indicate by sign "Block System Limit" located on north side of track.

Signal 6369 (100 feet east of Tunnel 40) and 6357 (500 feet ea of Tunnel 39); control point 2375 feet east of MP 632 and indicate by sign "Block System Limit" located on north side of track.

Signal 6287 (200 feet east of Tunnel 38); control point 3750 fe east of MP 625 and indicated by sign "Block System Limit" locate on north side of track.

RULE 509. An automatic block signal with a triangul number plate bearing the letter "P" in addition to signal numbe is also actuated by some special protective device.

When these signals indicate "stop," such additional inspecti as necessary to insure safety of proceeding must be made of sli detector fences and track in their vicinity. Where circumstanc require, train must be preceded by flagman.

SLIDE DETECTOR FENCES

MP Location	Block Signal Numbe Eastward	Westw
628.5	6262 6274	
634.4	6330 6340	
636.4	6340 6352 6366	
637.0	6352 6366	
649.0	6476 6490	
677.2	6754 6772	

RULE 823. Chilcoot Log Loading Track. Crew spotting emp should set out from east end and shall not handle cars throu tipple which has impaired clearance. Man in charge of log loadi will work empties under and through tipple so that loads can pulled from west end of track without working against this i paired clearance.

RULE 824. Between Weso and Alazon when roadway m chines (ditchers, pile drivers, power shovels, crane and derrick ca are operated on or alongside main track, or on track immediate adjacent to main track, boom or other parts of machine must not operated to foul adjacent main track without proper flag protecti Such equipment must be at rest and clear of adjacent main tra when trains are passing.

Flag protection must be provided on adjacent main tracks whi closely parallel track on which ballast or other material is bei loaded or unloaded. Operations must be stopped when trains o main track are passing.

RULE 834. Following signals will be used to notify crews passing trains of defective conditions:

Hot Journals	By Day	Nose held with one hand with oth hand pointing toward track.
	By Night	Stop Signal.
Brakes Sticking	By Day	Hands shoved in sliding motion o from body.
	By Night	Stop Signal.

Broken Wheels	Stop Signa
Defective Truck	
Dragging Brake Connection	
Lading shifted over Side or End of Car	
Swinging Car Door or Other Dangerous Condition.	

RULE 835. Cabooses must not be dropped or kicked against other cars, nor other cars kicked or dropped against them.

When a caboose is kicked or dropped, a member of the crew must ride it. Hand brake must be tested before movement is started.

When coupling to a caboose, or coupling a caboose to other cars, movement must be stopped about ten feet from coupling and then moved slowly to a coupling.

If practicable, occupants of caboose must be warned in advance of impending couplings.

Persons occupying cabooses must brace themselves and remain seated while coupling is being made.

Switching at terminals with a caboose between engine and cars or with cars and caboose ahead of engine is prohibited.

RULE 838. The use of helper engines behind cabooses is prohibited, except in emergency cases when it is impossible to do otherwise.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of conductor it is safe, freight trains may run from one water stop to next water stop for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and which have not been inspected between Chilcoot and Smoke Creek must take water and inspect at Smoke Creek; that do not inspect or take water at Jungo and which have not been inspected between Sulphur and Pronto must inspect at Pronto.

Westward freight trains that do not take water or inspect and which have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at Smoke Creek and which have not been inspected between Gerlach and Doyle must stop for inspection at Doyle. However, helper trains stopping to add helper engine at Jungo or Sulphur will, ordinarily, make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train from making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

Third Subdivision: Eastward freight trains that have not been inspected between Deeth and Shafter must stop at Shafter for inspection. All eastward freight trains must stop at some point between Silver Zone and Wendover for inspection, or rolling inspection may be made if, in judgment of conductor and engineer, it is safe to do so.

All Subdivisions: Freight trains handled with diesel power will not run to exceed 75 miles without making train inspection. Above instructions do not conflict with provisions of Rule 928.

Trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature must be stopped for inspection at intervals of not to exceed 50 miles unless all such cars are loaded less than 65 percent of marked capacity.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be set by lead engine and stop made before being detached, then train engine must fully release air brakes and regain full working pressure before proceeding.

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end plug test.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Loyalton Branch Crossing, Hawley. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at "stop" and crossing occupied.

SP Crossing (Flanigan) MP 384.3. Interlocked. Home signals located 550 feet east and west of crossing. Distant signals located 2500 feet east and 3226 feet west of home signals. Trains finding home signals at "stop" will be governed by Rule 663.

NN Crossing, MP 765.9. Not interlocked.

B&G Crossing (B&G Transfer) MP 912.1. Semi-automatic interlocked.

Home signal 556 feet east and 645 feet west of crossing, two-position color-light type, approach lighted. Normal position "stop."

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signals. Normal position "caution." (See Rule 602-B.)

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals.

All signals governing route will clear for train when entering approach circuits providing interlocker limits not occupied.

Signal No. 4 (dwarf) and switch indicator installed on east end transfer track to govern movement from transfer track to Western Pacific main track. Eastward trains setting out or picking up from transfer track must stop west of, or clear of eastward home signal.

Trains finding home signals at "stop" will be governed by Rule 663.

UP Crossing MP 926.3. Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach-lighted. Indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engines within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop," and no train movement is evident on intersecting track, trainmen will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing. (Instructions in box.) If signal does not change to "Proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

UP Crossing MP 926.7. Not interlocked.

Trains must approach with caution not exceeding ten (10) miles per hour, and not proceed across this crossing unless it is known to be clear.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles per hour will apply as follows:

Pages	BETWEEN	PASSENGER		FREIGHT	
		Maximum	Restriction	Maximum	Restriction
2 and 3	Portola and MP 324.1	50	..	35	..
	MP 323.5 On curve	..	35	..	25
	Doubleheading over Bridge 324.08	..	50	..	30
	MP 324.1 and Signal 3402	65	..	45	..
	Doubleheading over Bridge 324.66 and Bridge 326.61	..	50	..	30
	Loyalton Branch Crossing	..	20	..	20
	Signal 3402 and Signal 3415	40	..	20	..
	Signal 3415 and MP 347.5	50	..	35	..
	MP 347.5 and MP 348.5 (sharp reverse curves)	40	..	25	..
	MP 348.5 and Red Rock	55	..	35	..
	Red Rock and Omira	60	..	40	..
	Omira and Doyle	65	..	45	..
	Doyle and Flanigan	70	..	45	..
	Through automatic interlocker MP 384.3	..	20	..	20
	Flanigan and MP 390.75	60	..	40	..
	MP 390.75 and MP 398.5	45	..	25	..
	MP 398.5 and Sano	60	..	40	..
	Sano and Gerlach	65	..	45	..
	Gerlach and Sulphur	70	..	45	..
	Sulphur and Antelope	65	..	45	..
	Antelope and MP 496	50	..	30	..
	MP 493.9 and MP 494.6 on curves	..	40	..	25
	MP 496 and MP 504	70	..	45	..
	MP 504 and Winnemucca	60	..	40	..
4 and 5	Winnemucca and Cluro	70	..	45	..
	Using turnouts Weso	..	20	..	20
	Cluro and MP 638	50	..	35	..
	Through Tunnel 38 and over Bridge 628.89	..	45	..	35
	East end Tunnel 39 on curve	..	45	..	35
	MP 638 and MP 648	65	..	45	..
	West Carlin and East Carlin	..	35	..	20
	Using turnouts West and East Carlin	..	15	..	15
	MP 648 and MP 651	50	..	35	..
	MP 651 and MP 652.5	65	..	45	..
	MP 652.5 and Elko	70	..	45	..
	MP 664.5 and MP 666.1 (Elko Yard)	..	35	..	15
6 and 7	Elko and MP 673	70	..	45	..
	MP 673 and MP 681	50	..	35	..
	MP 681 and Alazon	70	..	45	..
	Using turnouts Alazon	..	20	..	20
	Alazon and MP 721	60	..	40	..
	MP 721 and Signal 7536	70	..	45	..
	MP 749.7 on curve	..	60	..	40
	Signal 7536 and Signal 7555	40	..	20	..
	Signal 7555 and MP 775	65	..	45	..
	MP 758.4 on curve	..	55	..	35
	Nevada Northern RR Crossing	..	20	..	20
	MP 775 and MP 782	50	..	25	..
	MP 776.5 and MP 778 (sharp curves)	..	35	..	20
	MP 779 on Arnold Loop	..	30	..	20
	MP 782 and MP 785	30	..	20	..
	MP 785 and Wendover	65	..	45	..
	MP 786.2 on curve	..	55	..	35
	MP 795.4 and MP 796.4 on curves	..	50	..	35
	East of Ola, first curve		40		25
8 and 9	Wendover and MP 856	70	..	45	..
	MP 856 and MP 872	60	..	40	..
	MP 867.5 and MP 868.5 on curves	..	50	..	35
	MP 872 and MP 925.3	70	..	45	..
	MP 878.8 on curve	..	55	..	35
	MP 886.6, MP 912.4, MP 915.4 on curves	..	65	..	..
	MP 912.1 Over B&G Crossing	..	35	..	25
	MP 925.3 and Salt Lake City	20	..	20	..
10	Loyalton Branch	..	..	15	..
	Reno Branch	25	..	20	..
	Derail MP 31.4	..	10	..	10
11	Ellerbeck Branch	..	..	15	..
	Tooele Branch	..	..	20	..

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed—Diesel powered streamline trains:

Weso to MP 544.2 (East of Bliss)................80 MPH
MP 544.2 to MP 602.95 (East of Kampos)............90 MPH
MP 602.95 to MP 694.1 (East of Halleck)............80 MPH
MP 694.1 to Alazon.............................90 MPH

except between Cluro and MP 638; between MP 648 and MP 65 and between MP 673 and MP 681, steam train speeds apply.

When handled by steam power, will be governed by spe restrictions applying to steam trains.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS

Western Pacific (Class)	Southern Pacific (Class)
D-225, 901 Series.......60 MPH	MK-5, MK-6, Nos. 3241 to 3277 incl. ....50 MP
C-43, Nos. 21 to 65 incl..50 MPH	"F," 3600 and 3700 Series 45 MP
MK-60, Nos. 301 to 321 Incl. ....50 MPH	except if, "Cross Counter-balanced" 50 MP
MK-60-71, Nos. 322 to 336 incl. ....50 MPH	All others ....40 MP
M-100, Nos. 401 to 407 incl. ....50 MPH	
All others ....40 MPH	

Passenger trains with cabooses on rear, fifty (50) miles per ho

Western Pacific light engines running forward will be govern by speed of freight trains. Southern Pacific light engines runni forward will be governed by following table.

S-SE Class	E, P, A, MT 1, 2, 3, 4, 5 GS 1	T 26, 32, 37, 40	M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2 - 10 Incl. C 18 - 29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2, AM 1
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

Class C-43 engines Nos. 1 to 20 inclusive, handling passenger freight trains, or running light, must not run to exceed 45 mi without stopping to oil eccentrics to prevent damage.

Engines backing will not exceed twenty (20) miles per h on straight track. On curves and where track conditions are favorable, speed must be reduced still further to that consistent w safety.

Trains handling steam derricks, steam shovels, cranes, rot snow plows or pile drivers on their own wheels, and car loads logs, twenty-five (25) miles per hour.

When train order is received indicating that main track is of service and that trains are to be detoured through a siding other track, or over a shoofly, necessitating a reduction in nor train speed, signal 16(f) must be sounded on passenger trains mile before reaching point where train must reduce speed, wh must be acknowledged by whistle signal 14(g).

Over all turnouts and crossovers, except as provided for Weso, West and East Carlin and Alazon, ten (10) miles per hour.

Engines moving over NN Railway main track to make deliv or pick-up on joint tracks in NN Railway Yard, Shafter, fift (15) miles per hour.

MISCELLANEOUS

DOUBLEHEADING.

First Subdivision—Engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class) must not be doubleheaded between Portola and Doyle.

Second Subdivision—Two Mallet engines (SP or WP) or two SP ngines heavier than SP Class F-3, 4 and 5, must not be doubleheaded between Weso and Elko, except that two SP "GS" type engines may e doubleheaded between Carlin and Elko.

Third Subdivision—Two Mallet engines (SP or WP) or two WP ngines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class), or two SP engines heavier than "GS" type must not be oubleheaded between Elko and SP Connection (MP 701).

When two Mallet or two engines heavier than those specified bove are handling trains (or being towed) in above territories, they must be separated by five (5) cars.

When a TP-29 engine is doubleheaded on a passenger train over passenger district with another engine of greater pump capacity should be placed next to train. When used as a helper over part f the passenger district it should be placed in the lead.

DIESEL ENGINES.

Diesel freight engines dead in train must have qualified mes- enger. In both cabs automatic brake valves must be cut out and rake valve handles locked in running position; independent brake alve handles locked in running position (locking pins are provided r this); dead engine features cut in; all isolation switches placed n "start" position; all switches at engineer's control stand locked in off" position and main battery switches pulled; reverses locked in eutral position in all units. Messenger should watch brake cylinder ressure in cab nearest to locomotive handling train. Distributing alve pops must be set to 25 pounds pressure. Maximum speed 60 iles per hour.

Diesel switch engines dead in train must have qualified mes- enger. Automatic brake valve must be cut out and handle placed in unning position; distributing valve pop set to 15 pounds pressure; ead engine feature cut in; main battery switch pulled and reversers cked in neutral position. Maximum speed 45 miles per hour.

During freezing weather engine water cooling system must be ained on any type Diesel engine being towed.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	MTP-44 or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	Mikado or heavier	On Track Scale dead rail
Loyalton Branch	MTP-44 “	Entire branch
Reno Branch	MTP-44 “	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, MP 364.15	“	Beyond 200 feet east of frog
Flanigan Pit	“	Beyond 500 feet east of frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	MTP-44 or heavier	Beyond frog

PAIRED TRACK

Location and Description of Track	Class of Engine	Prohibited
Ellison, Spur off siding	Mikado or heavier	Beyond 500 feet west of frog
Palisade, Ore Transfer Track	All Engines	Beyond frog, either end
Elko, Coal Chute High-line	Mikado or heavier	On Trestle
Richfield Spur (off east detour)	“	Beyond frog
Shell and Texaco Spur (11th St.)	Mikado or heavier and MTP-44 Engs.	Beyond frog
Elburz, Spur off siding	Mikado or heavier	Beyond 200 feet west of frog
Deeth, Stock Track	“	Beyond frog

Location and Description of Track	Class of Engine	Prohibited
Wells, Coal Chute	All Engines	Over coal pit
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Shafter, Coal Chute	All engines	Over coal pit
NN Main Track	“	North of connection switch with WP
Silver Zone	Mallet	Beyond frog, on spur
Wendover, Coal Chute High-line	Mikado or heavier	On Trestle
Salduro, Hiline Spur	“	Beyond frog
East Spur	“	“
Delle, Coal Chute	All Engines	Over coal pit
Timpie Quarry, MP 886.7 (right or left tracks)	Mikado or heavier	Beyond second switch south of Highway crossing
Ellerbeck Branch, Flux	“	On or East of Wye
Tooele Branch, Warner	GS or heavier	On Wye
Saltus, Royal Salt Co. RR	All Engines	Beyond frog
Salt Lake City Fisher Brewery Spur	Mikado or heavier	Beyond frog
Redman Spur	“	“
Roper Yard, Track 21	All Engines	Over scales

*Live rail is weighing rail.

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.		4th Sub-div.	Reno Branch	Loyal-ton Branch	Tooele Branch
Eastward								
TP-29....	1170	1950	975		1100	650	1950	420
MTP-44...	2200	4000	1750		2000	....	....	650
C-43......	1800	3600	1500		1700	1100	3000	650
MK-60....	2600	5000	2250		2600	....	....	975
MK-60-71.	2850	5000	2250		2600	....	....	1050
GS-64-77..	2950	5000	2450		2800	....	....	1200
M-100....	....	....	3500		4000	....	....	1500
*D-225.....	4750	6000	4500		5000	....	....	3000
			Wendover to Shafter	Shafter to Hogan				
Westward								
TP-29....	1040	1950	780	930	1100	420	1950	1950
MTP-44...	1850	4000	1350	1620	1850	....	....	3000
C-43......	1600	3600	1150	1380	1600	650	3000	3000
MK-60....	2200	5000	1750	2100	2400	....	....	5000
MK-60-71.	2450	5000	1800	2200	2500	....	....	5000
GS-64-77..	2550	5000	1950	2400	2600	....	....	5000
M-100....	....	....	2850	3300	3800	....	....	8000
*D-225.....	4500	6500	4250	4500	4750	....	....	10000

*Reduce 25% of tonnage rating for each inoperative Diesel unit.

D&RGW 1200 series engines rating 200 tons less than MK-60 engines.

To determine tonnage for helper trains, 1st, 3rd and 4th Subdivisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each Subdivision; between points where grades are less than maximum, greater tonnage can be handled.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Con-nected	Car Capacity
DELLEKER (Portola yard)........	320.0	1 E	150
DOYLE PIT (Doyle yard)..........	364.15	1 W	48
FLANIGAN PIT................	387.4	1 W	94
SMOKE CREEK Phone, Water....	412.6	1 W	15
KNIGHT........................	570.1	1 E	6
RUSSELL.......................	582.5	1 E	6
JENKINS.......................	592.1	1 E	12
LUKE PIT......................	759.8	1 E	49
SILSBEE.......................	811.6	1 W	50
ARAGONITE....................	861.5	1 E	5
TIMPIE QUARRY...............	886.7	1 E	49
UP CONNECTION (Garfield)	913.6	1 E	14
SALTUS........................	915.0	1 E 1 W	3
TERMINAL.....................	922.1	1 W	20

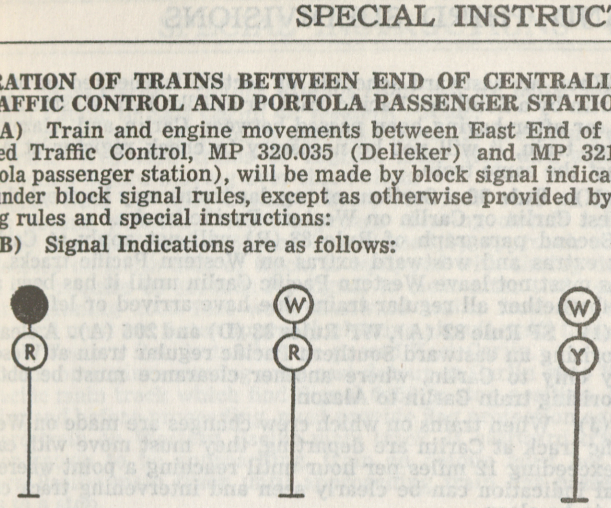
YARD LIMITS

West MP		East MP
319.94	Portola	323.09
BD 11.28	Loyalton	End of Branch
BI 0.00	Reno Junction (Reno Branch)...............	BI 0.83
BI 32.5	Reno	End of Branch
361.58	Doyle	364.22
437.03	Gerlach	439.45
530.02	Winnemucca	533.62
642.96	Carlin	647.08
663.60	Elko	666.76
716.30	Wells	719.16
764.96	Shafter	767.72
805.29	Wendover	808.21
876.34	Delle	879.41
895.28	Burmester	898.55
926.06	Salt Lake City and Roper . . As indicated by yard limit signs	

OPERATION OF TRAINS BETWEEN END OF CENTRALIZED TRAFFIC CONTROL AND PORTOLA PASSENGER STATION

(A) Train and engine movements between East End of Centralized Traffic Control, MP 320.035 (Delleker) and MP 321.386 (Portola passenger station), will be made by block signal indication, and under block signal rules, except as otherwise provided by following rules and special instructions:

(B) Signal Indications are as follows:



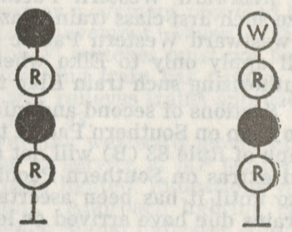
Rule 601
Indication: Stop.
Observe Rule 663.

Rule 501
Indication: Stop.
Observe Rule 509
(D) or (E)

Rule 503
Indication: Proceed
prepared to stop at
next home signal.

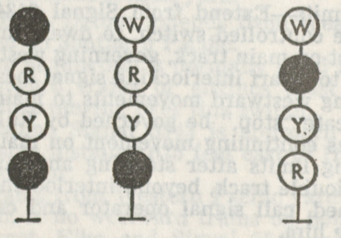
Aspects displayed by westward MAIN TRACK leaving signal located near M. P. 320.9 (Snake Lead).

R—Red Y—Yellow W—Lunar White



Rule 601
Indication: Stop.
Observe Rule 663.

Rule 501
Indication: Stop.
Observe Rule 509
(D) or (E)



Rule 602A **Rule 502A**
Indication: Proceed on
diverging route with
caution.

Rule 503
Indication: Proceed
prepared to stop at
next home signal.

Aspects displayed by westward YARD leaving signal located between tracks No. 1 and 3 near M. P. 320.9 (Snake Lead).

R—Red Y—Yellow W—Lunar White

(C) **Rules S-71, 72, S-72, 73 and 83.** Superiority of trains is olished. Schedules shown in timetable are for the purpose of per- itting compliance with Rule 780 (C.T.C.S.) and certain special tructions included herein.

(D) All movements in this territory must be made with tion, as prescribed by Rule 93, and will be governed by indica- n of block signals and switch indicators as follows:

1. Westward signals located at the snake lead are equipped h white markers in lieu of number plates. Aspects and indications uliar to these signals are shown above.

Trains desiring to enter main track at this point are authorized perate the crossover switches, provided the east indicator shows ar and the westward (yard) leaving signal displays aspect per Rule 502 (A). After the switches have been properly set, the move may be made under the aspect then displayed.

2. The eastward C.T.C. signal at Delleker governs train movements in the block extending eastward from the sign "END CTC" to Signal 3208. For the purpose of identification, a plate bearing the letters "SA" will be displayed on eastward C.T.C. signal at Delleker, in addition to the letter "A".

C.T.C. rules will govern west of the sign "END CTC."

3. Westward signal located at clearance point of lower No. 1 track is equipped with white marker light in lieu of number plate. Aspects and indications are as shown in left column, Section (B). When trains or engines desire to enter main track at this point, member of crew will, if east and west indicators are clear, open box on indicator post and operate push button therein. After a time delay the white lights in the box and on the signal will be displayed provided C.T.C. signal at Delleker has not been cleared for an eastward train. After these white lights are displayed switch may be operated and move then made in accordance with signal aspect displayed.

4. All other signals in this area (except those listed in 1, 2 and 3 above) are automatic signals bearing a number plate for identification.

(E) Rule 512 (A) is modified to the extent that rear end protection is not required within these limits. This does not modify rule 99-A. Trains carrying passengers must be fully protected.

(F) At Portola, yard engines, light engines, switch cuts and others moving within yard must clear main track when required to avoid delay to through trains entering or leaving C.T.C. limits. Howlers, controlled by dispatcher, are provided at following locations:

West roundhouse lead switch.
West train yard lead switch (snake lead).
West switch to No. 10 track.

When these howlers are operated, main track must be cleared without delay.

(G) In addition dispatcher will furnish information to telegrapher, Portola, as to times eastward regular passenger trains or sections thereof are expected to reach Portola. Employees in charge of switch engines, light engines and similar moves must ascertain from telegrapher whether these trains are due before occupying main track and not delay them.

(H) Westward trains will be authorized by clearance at Portola but must not leave until given permission by C.T.C. dispatcher after member of crew advises him they are ready to leave. Telephones for purpose of communicating with C.T.C. dispatcher only are located as follows:

Booth on south side of No. 10 track opposite west wye switch.
West train yard lead switch (snake lead).
West roundhouse lead switch.
East roundhouse lead switch (booth just west of middle car inspectors' shanty).

(I) Push button is located on signal mast, Signal 3208, for the purpose of clearing signal for eastward movements after a westward movement out of train yard. When eastward Signal 3208 indicates "Stop," after being passed on westward move, operate push button and if no train in block, signal will change in sixty seconds to indicate "proceed, prepared to stop at next home signal."

(J) Telephones for communication with Portola Terminal are located as follows:

West train yard lead switch (snake lead).
West car inspectors' shanty (snake lead).
Middle car inspectors' shanty (at east roundhouse lead switch).
East lead switch shanty.

(K) Yard engines, light engines, switch cuts and other similar movements stopped by block signal or switch indicator indication which does not clear within three minutes, and for which reason is not known, will communicate with yardmaster who will arrange to have track cleared or appropriate arrangements made for the desired movement. If unable to contact yardmaster, will be governed by and proceed under Automatic Block Signal Rules.

(L) **Delleker.** Entrance to spur is through electrically-locked, hand-operated switch. Obtain permission from C.T.C. dispatcher (by telephone in instrument house near switch) for movement in and out.

(M) Derails on Delleker spur, west lead lower yard Portola and west end of west siding Portola Yard are pipe connected to main track switches. Switches must not be lined for main track until engines or cars have passed over derail.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop," eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1. "Eng.——run extra on——Pacific track——to——." This form of order must be given to all opposing trains on that track.

Example 2. "Eng.——works extra on——Pacific track——M until ——M between——and——." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca, who will enter same on register.

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register. Registration of first-class trains will be transmitted to Western Pacic operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead, West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

RULE 22. On eastward Southern Pacific trains between Weso and Alazon lead engines only will display signals and train indicators.

(E) **Rule 83.** Will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **SP Rules 82 (A) and 83, WP Rules 83, 83 (D) and 206 (A).** Will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83 (B).** When an eastward schedule of section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on registe at Carlin by a Southern Pacific train, or at Elko by a Western Pacifi train, or after having been passed between Carlin and Alazon by regular train, it will not be necessary to check register at Alazo against the same train.

(H) **Rule 96.** Sections of regular trains may be created Wes to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin t work extras and westward extras on Western Pacific tracks. Suc trains must not leave Western Pacific Carlin until it has been ascer tained whether all regular trains due have arrived or left.

(I) **SP Rule 82 (A), WP Rules 83 (D) and 206 (A).** A clearanc authorizing an eastward Southern Pacific regular train at Weso wil apply only to Carlin, where another clearance must be obtaine authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on Wester Pacific track at Carlin are departing, they must move with cautio not exceeding 12 miles per hour until reaching a point where ne signal indication can be clearly seen and intervening track can b seen to be clear.

(K) **Southern Pacific Rule 21 (D).** Will not apply to Souther Pacific and Western Pacific engines on Southern Pacific track b tween Alazon and Weso.

(L) **Rule 83 (B).** When a westward schedule or section checked on register at Wendover by a Western Pacific train, after having been passed between Wendover and Alazon by regular train, it will not be necessary to check register at Alaz against the same train.

(M) **SP Rule 82 (A), WP Rules 83 (D) and 206 (A).** A cle ance authorizing a westward Western Pacific first-class train Alazon will authorize such first-class train Alazon to Carlin. A cle ance authorizing a westward Western Pacific second or third-cl train at Alazon will apply only to Elko where another cleara must be obtained authorizing such train Elko to Carlin.

(N) **Rule 96.** Sections of second and inferior class trains m be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to w extras and eastward extras on Southern Pacific tracks. Such tra must not leave Elko until it has been ascertained whether sec and inferior class trains due have arrived or left.

(O) Third paragraph of Southern Pacific Rule 220 will ap to westward Western Pacific first-class trains at Southern Pa Elko.

(P) **West Carlin.** Main track detour switch, MP 643.4, in locked.

Interlocking limits—Extend from Signal 6434SA, located feet west of remote controlled switch, to dwarf interlocking sig located 350 feet east on main track, governing westward moveme on main track, and to dwarf interlocking signal located 350 feet e on detour, governing westward movements to main track.

If signals indicate "stop," be governed by Rule 663(b), exc that eastward trains continuing movement on main track may through interlocking limits after stopping and must observe R 509, applicable to double track, beyond interlocking limits. If ro is not properly lined, call signal operator and crank switch o when authorized by him.

Telephone, crank and instructions are in box on post oppo switch.

When train has been stopped by these signals, before flag over switch, trainman must see that switch Lock Indicator loca on post opposite switch indicates "locked" before signaling tr to come ahead. When it indicates "unlocked," call signal opera for instructions before proceeding, as points may jar open if mo ment is made when indicator shows "unlocked."

West Carlin Detour extends from remote-controlled switch Western Pacific main track at West Carlin to connection w Southern Pacific main track at west end of Carlin Yard.

(Q) **East Carlin.** Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Spring switch at junction is normally lined for Western Pacific main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by approach circuit sign located on south side of track, is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit beginning 1000 feet west. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until first-class trains on Western Pacific track have passed East Carlin.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(R) **Rule 667.** In addition, running switches must not be made, injectors or sanders used nor boosters started passing over remote controlled switch West Carlin and spring switch East Carlin.

(S) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours.

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. This in no way relieves trains approaching on main track from complying with Rule 93.

Dwarf signal governing westward movements, located between main track and siding, in service at MP 665.5. This is two-position color-light type, approach lighted; indications yellow "proceed with caution" and red "stop." Approach lighting circuit starts 300 ft. east of Signal 6655. When Signal indicates stop, if view is clear and no eastward train can be seen approaching, westward engines or trains, after stopping, may proceed through Third Street crossover on to siding.

(U) **Elko.** East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Spring switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Automatic Home Signal 5543 is approach clearing and "Approach Circuit" sign installed 625 feet east of Home Signal 5543 on Western Pacific detour.

Westward trains from Western Pacific yard passing "Approach Circuit" sign will, if no westward trains on Southern Pacific track between 4th Street, Elko and Signal 5545, place Signal 5545 in "Stop" position. Westward trains from Western Pacific yard should avoid passing "Approach Circuit" sign when it is known that westward train on Southern Pacific track is approaching.

Push buttons located in box mounted on side of case of Signals 5543 and 5545, and instructions for operating push buttons posted inside these boxes.

Westward trains on west detour finding Signal 5543 remaining in "Stop" position and desiring to proceed ahead of approaching train on Southern Pacific track will push button numbered 5543. Signal will clear after time interval of 6 minutes. If, after passing "Approach Circuit" sign it is desired to let westward train on Southern Pacific track proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on Southern Pacific track finding Signal 5545 in "Stop" position due to westward train occupying "Approach Circuit" on detour and desiring to proceed ahead of westward train on detour will push button numbered 5545 and signal will clear after time interval of one minute. Westward train on Southern Pacific track desiring to let westward train on detour proceed ahead of them, will push button numbered 5543 and Signal 5543 will clear after time interval of 6 minutes.

If, after operating proper push button, signals fail to clear, train may proceed being governed by Southern Pacific Rules 509 (i) and 513.

(W) **Rule 667.** In addition, running switches must not be made, injectors or sanders used nor boosters started passing over spring switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite WP Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE ROUTE SIGNALS

WESO
  Eastward—From WP or SP
    To WP {Upper arm } o ——— ———
    To SP {Lower arm } o ——— o
  Westward—From SP
    To SP {Upper arm } o ——— o
    To WP {Lower arm } o ——— ———
  Westward—From WP
    To SP {Dwarf signal } o ——— o
    To WP {Dwarf signal } o ——— ———

WEST CARLIN
  Eastward
    To Main Track (Arm signal) o——— ———
    To Detour (Light signal) o ——— o. Red, "stop"
    Yellow, "proceed with caution."

CARLIN
  Westward
    Approaching east end yard SP freight trains o ——— o
    WP Trains........................ ——— o

ALAZON
  Eastward
    To WP {Upper arm } o ——— ———
    To SP {Lower arm } o ——— o
  Westward—From SP or WP
    To SP o ——— o
    To WP o ——— ———

When train has been given interlocking signal and does not wish to use route, give o o ——— o o sounds of whistle for information of signal operator.

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif	Dr. A. R. Kilgore	Chief Surgeon
Portola, Calif	Dr. J. D. Coulter	Division Surgeon
Portola, Calif	Dr. J. F. Narkevitz	Asst. Division Surgeon
Loyalton, Calif	Dr. G. W. Burke	Local Surgeon
Reno, Nevada	Dr. G. O. Bradley	Local Surgeon
Reno, Nevada	Dr. Earle Creveling	Oculist and Aurist
Winnemucca, Nev	Dr. K. L. Hartoch	Local Surgeon
Winnemucca, Nev	Dr. G. F. Pope	Local Surgeon
Winnemucca, Nev	Dr. Lin S. Felder	Local Surgeon
Carlin, Nevada	Dr. C. W. Eastman	Local Surgeon
Elko, Nevada	Dr. A. J. Hood	Division Surgeon
Elko, Nevada	Dr. R. P. Roantree	Asst. Division Surgeon
Elko, Nevada	Dr. C. E. Secor	Local Surgeon
Elko, Nevada	Dr. P. J. Del Giudice	Local Surgeon
Elko, Nevada	Dr. Dale Hadfield	Local Surgeon
Salt Lake City, Utah	Dr. R. S. Allison	Local Surgeon
Salt Lake City, Utah	Dr. F. D. Spencer	Local Surgeon
Salt Lake City, Utah	Dr. F. R. Slopanskey	Oculist and Aurist
Salt Lake City, Utah	Dr. E. B. Fairbanks	Oculist and Aurist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif	S. A. Pope	Manager of Time Service
Portola, Calif	Wm. B. and Allan H. Lindsey	Watch Inspector
Reno, Nevada	R. Herz & Bros	Watch Inspector
Winnemucca, Nevada	Krenkel & Bosch	Watch Inspector
Elko, Nevada	L. J. Wintermantel	Watch Inspector
Elko, Nevada	W. N. Blohm	Watch Inspector
Salt Lake City, Utah 460 West Second South St.	H. B. Miller Co	Watch Inspector